The A. F. of L. Weekly News Letter contains a brief summary of important matters affecting labor, occurring in the industrial, legislative, and judicial fields, and such other information that will benefit the trade union movement.

AMERICAN FEDERATION OF LABOR

WEEKLY NEWS LETTER

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AGITATE! EDUCATE! ORGANIZE!

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LABOR PRESS AVERTED THE GREATEST CRIME

Cincinnati, June 29.—The Chronicle, in discussing attempted crime against the children in this country, says:

"The United States had not entered into the world conflict more than a few weeks before there were emissaries in our midst who would have committed a greater crime against the children of the United States than have the hosts of the Huns committed against the devastated countries that have felt their scorching and devastating breath.

"Some governors, some legislatures and legislative committees, with evil tongues of the enemies of the land, and, under the plea of patriotism and loyalty, inaugurated a campaign by which old-established laws having to do with the conservation of child life should be trampled under the heel of profiteering and profiteers. They met their Armageddon.

"Without a single exception the several hundred labor papers throughout the broad land instantaneously entered their lists and entered the fray to prevent the rampages of the child-labor baiters.

"These labor papers, representing as they did, the loyal element of labor, that element which has been the most to assimilate and, educate the millions of foreign-born, and which has been a great "melting pot" of better citizenship, threw down the gauntlet to the American people and defied them to abrogate the child-labor laws upon the statutes of the several states.

"At the peril of the nation, 'shall not pass' was the rallying cry from east to west and from north to south. We will go into the world conflict, and, when we do, the bone and sinew of labor will help bring democracy for all the world; but you shall not take our children and grind their bones into dust, and you shall not rob them of the heritage for which we go to war; you shall not rust their souls in the canker of greed; you shall not destroy their childhood that has been the portion of those who have felt the blighting hand of the despoiler of devastated Europe.

"When historians finally write and record the events of this world war, they will not have made that record complete if they do not set down how it was that the labor press prevented the sacrifice of millions of children after the United States had really entered the world fray.

"With the espionage act in working order, those who vociferously voiced the cause of the most murderous element of Europe subsided, and today, after a little over one year in the world war, we have availed if one of those han agents, occupying official positions, would dare to advocate the piling of little children in the cannon's mouth.

"Once ago they advocated that very thing."

CONCESSIONS SECURED.

San Francisco, June 29.—After 48 strike lasting but two days the Dredgemen's union of California has reached a settlement with the Dredge Owners' association under which the members of the union will obtain an increase approximately 75 per cent of the improvements asked, and the balance at the end of the war.

The schedule provides for an eight-hour day, every other Sunday off, or double time for Sunday work, and double time for legal holidays. The wage scale provides an increase ranging from 10 per cent for the best paid employees and about 20 per cent for the low paid men.

LABOR BOARD TO DECIDE.

Washington, June 28.—The General Electric company and its 23,000 employees at Schenectady, N. Y., have agreed to submit all questions that ever wages to arbitration by the joint committee of the national war labor board. The international board both sides to abide by the decision of the board of chairmen.

Hearings in this controversy were held at Schenectady. The employes demanded a 50 per cent wage increase, retroactive to May 1, application of a basic eight-hour day and equal pay for all men, whether performed by men or women.

CONCEDED AN INCREASE.

Knoxville, Tenn., June 29.—Molders' union, No. 179, has won a new agreement to the employing molders of this city and vicinity on June 15, and nearly all the firms employing molders under the jurisdiction of this union signed the scale, realizing the reasonableness of the terms imposed. The increased wage and terms asked are 55 cents an hour, a nine-hour day's time and a half for overtime and double time for Sundays and holidays.

GAINS FOR PLUMBERS.

Chicago, June 29.—General Secretary-Treasurer Thomas M. Burke of the United Association of Plumbers and Steam Fitters reports the organization of the following locals for May: No. 185, Rutland, Vt.; No. 562, Lawrence, Kansas; No. 619, Minden, Okla.; No. 512, Long Beach, Cal.; No. 547, Niles, O.; No. 584, Trenton, Ontario, Can.; No. 715, Ashland, Ky.; No. 716, Sarnia, Ontario, Can.; No. 730, Peterborough, Ontario, Can.; 73, Toronto, Ontario, Can.; Williamsport, Pa.; No. 32, Toledo, O.

ICE HANDLERS WON.

Akron, Ohio, June 29.—After a sharp and strenuous battle the Ice Handlers' union was able to secure an adjustment of the wage and hour basis with Governors. Recognition of the union was secured, 9 hours per week and 5 cents for all overtime.

HIS PURPOSE OUTLINED.

Washington, June 28.—The general policy and purposes of the railroad administration, as announced by Director General McAdoo may be briefly summarized as follows:

First, the winning of the war, to which everything must be subordinated; second, the service of the public, which means maintenance and improvement of railroad properties so as to provide safe and adequate transportation facilities at lowest cost, and, the promotion of harmony, understanding, and co-operation between the administration and the 2,000,000 railroad employes and the 100,000,000 patrons, which latter includes every individual in the nation; fourth, the stabilization of labor conditions, including elimination of superfluous expenditures, payment of fair wages and just and prompt compensation for injuries, economical purchase of material and equipment, adoption of standardized equipment and approved devices for saving life and labor, consolidation of freight and passenger traffic, intensive employment of all organizations, and the broadest and scientific study to secure the greatest efficiency.

The announcement general states that while the development of this policy requires time, great progress has been made toward each of these goals. It commends heartily the intelligence, labor and co-operation of the officers of the members of the railroad administration and the officers and employes of the railways.

OUR CONSERVATION WORK.

San Francisco, June 29.—Some of the salient features of the work of the United States in the world war, as outlined by Food Administrator Ralph P. Merritt in an address from which the following excerpts are taken:

The United States today is feeding the allies in addition to the 110,000,000 persons in this country. The feeding of the 120,000,000 allied people is made possible by the voluntary conservation of foods produced by a productive man-power of 40,000,000 less than it was a year ago.

The United States will send 170,000,000 bushels of wheat to Europe out of the 1917 crops. Of this, 150,000,000 bushels came to the allies by voluntary conservation of the people in the use of wheat products.

In the same way the United States shipped 150,000,000 pounds of hog products to Europe. Last month 100,000,000 pounds were shipped, and this total can be maintained indefinitely until victory and peace come.

In March, 1918, 150,000,000 pounds of beef were shipped to Europe. By voluntary means 100,000,000 pounds additional to this 150,000,000 pounds will be shipped monthly, a total which the government monthly for an indefinite period.

NEW WAGE AGREEMENT.

San Francisco, June 29.—Electric workers employed by the Pacific Gas and Electric company, the Great Western Power company have been given substantial increases in pay and improved working conditions through the signing of an agreement between the company and the Pacific district council of electrical workers. The new wage adjustment follows the 1913 standard scale in the federal wage adjustment board for workers in shipyards. The agreement gives the men an average increase of 50 cents per day for employes working by the day and increases of 10 per cent per month for certain employes working by the month. The new agreement for all the companies affiliated public utilities, is to be $5.50 per day and $6.50 per day for cable splicers. Increases in pay for all other employes are in progress, and this agreement may serve as the basis for a general increase in pay of the companies employing electrical workers.

RAILROADERS NOT SLACKERS.

Philadelphia, June 29.—The chairman representing the four railroad organizations employed by the Pennsylvania railroad east of Pittsburg have written letters to the assistant general manager of the road emphatically refuting the accusation that the railroaders are slackers. This is extracted from a letter written by William Park general chairman of the brotherhood of Locomotive Engineers, he says;

"If the boys in the trenches failed to respond when ordered to do so, as some of our railroad men are doing, they would be shot down like dogs. If, when called, yet, by the general order the president has placed us all in the same category with the boys. We are glad to do as much a part of this great war machine, our duties are just as great, our responsibility is as great, and if for if we fail, or if we all should do as a few are doing (failing to work when called) the result would be appalling."

WON THEIR BATTLE.

Denver, Col., June 28.—The government mediators award in the metal trades' strike has been accepted by both sides and the latter have returned to work. The contest has been waged for three months. Employers, making strenuous efforts to secure nonunion men to fill the places vacated by the strikers, refused to meet the machinists, boiler makers, blacksmiths and pattern makers. It was the first important conference ever written by William Park, general chairman of the brotherhood of Locomotive Engineers, he says;

"If the boys in the trenches failed to respond when ordered to do so, as some of our railroad men are doing, they would be shot down like dogs. If, when called, yet, by the general order the president has placed us all in the same category with the boys. We are glad to do as much a part of this great war machine, our duties are just as great, our responsibility is as great, and if for if we fail, or if we all should do as a few are doing (failing to work when called) the result would be appalling."

GAINS AND PROSPECTS FOR STREET CAR MEN

Washington, June 22.—The standards of the living wage must be the paramount consideration in the operation of street railways, and in all cases where the enforcement of wages through the standards adopted by the government are ordered, the companies must comply, even if they have to increase their fares. This is the decision of the special joint committee of the national war labor board, at the close of a hearing attended by representatives of the street railway companies and their attorneys.

Companies directly party to the hearings are those in Chicago, Detroit, Cleveland, Schnectady, East St. Louis, Newark, Pittsburg, Kansas City, Joplin, Mo., and Portland, Ore.

Seattle, Wash., June 29.—By reducing operating expenses and inaugurating new schedules, the municipal Street railway, owned by the people of Seattle, has climbed from the "losing" column to the "black" column of utilities. The gain over all expenses during the month of May was $151.12, the first time which municipal lines were built that a deficit was not recorded. A number of economies in operation of the lines were made to provide a better service on the lines at a minimum of cost. The deficit of $2,532.97 in March was reduced to $2,214.02 in April, and the profit announced for the month of May. Employes' wages were also increased 50 cents per day.

San Francisco, Cal., June 29.—Total disbursements have been made since the commencement of operations, on December 28, 1912, up to June 1, 1918, of $67,000,000, or $67,000.22, according to a report issued by the board of works.

The total disbursements have amounted to $7,858,910.02, leaving a free cash balance of $260,089.20. In addition to this cash balance there is on hand in the depreciation fund the sum of $963,573.09.

Dayton, O., June 29.—After repeated conferences to the settlement of the demands of the Street and Electric Railway employes with the Dayton Traction company, a strike resulted, which completely tied up all the roads in the city, and the companies shown any disposition to avoid the trouble, no cessation of operations would have been effected. Officials of the union, on seeking a conference, were summarily dismissed, and were also suspicious of the union. The men demanded a wage scale ranging from 45 to 50 cents per hour. The companies were demanding a six-cent fare rate before they will promise to negotiate with the men. This has been met by all the appearance of a hold-up on the part of the companies.

Sioux City, Ia., June 28.—A scale of wages has been agreed upon between the Sioux City Service company and the Street and Electric Railway employes. Division 779, has been signed by the officers of the parties concerned.

The new scale calls for a wage of 30 to 35 cents per hour. The old scale ranged from 27½ to 32½ cents per hour which means an increase of 3 cents per hour for the men, and overtime after eight hours is also provided for. The minimum wage will be $67.50 per month.

Pueblo, Col., June 29.—Negotiations that have been pending for some time between Division No. 662, Street and Electric Railway employes, and the Pueblo Railway company, has resulted in the men getting 5 cents an hour increase, which makes the beginning rate 30 cents an hour and four-year men 42 cents. The barn and other employes receive an advance of 2½ per cent.

Worcester, Mass., June 29.—Mediation resulted in the members of Division No. 22, Street and Electric Railway Employes being awarded increases amounting to 24 1-2 per cent. The new scale is fixed at 37 cents an hour for the first month, the fourth year 42 cents. The old scale was 29 1-2 and 34 1-2.

Trenton, N. J., June 29.—Through conciliation a mutual agreement was reached between the representatives of the street carmen's union and the officials of the Trenton and Mercer County Traction company whereby the wage scale will be: First year, 30 cents flat. The men had been getting 29 cents. The new rate gives the men an increase of $1.18 per week. A total of seven days for the short run men and $6.95 for the long run men.

PAY FOR WAITING TIME.

Chicago, June 29.—The Bridge and Structural Iron Workers' union No. 1 has secured an agreement with the Erectors' association, contractors for erecting, setting 87½ cents an hour with an eight-hour day and time and a half for the first hour after eight and double time for any time beyond that, as well as holiday time for holidays and Sundays. In addition to this, they will secure regular pay for waiting time, which means that if a man is discharged he must be paid immediately on the job, or else receive full pay for the time the time he is discharged until he is paid.

FORMED A FEDERATION.

Atlanta, Ga., June 29.—Delegates from the various unions on the southern railroads met here and completed a federation of the Brotherhood of Railway Clerks. The objects is to form a more perfect bond of unionism among the membership and to secure better wages. C. J. Seidel is chairman and secretary to act in the same capacity as the other officials of the federation, which is a federation of railroad brotherhoods.

SECURED INCREASED WAGES.

Norwich, Conn., June 29.—The machinists and toolmakers employed in the Ponemah mills, a textile company of this city have received an increase in wages amounting to 10 and 15 per cent. Toolmakers now receive 80 cents per hour and machinists 70 cents, a raise of 5 cents an hour. Officers of the International Machinists union negotiated the new agreement, effective for the toolmakers and machinists.

ITS NUMBERS INCREASE.

Washington, June 28.—The union of women employed in the bureau of engraving and printing formed last week has grown to 2,500. The announcement of the large addition was made at a meeting early in the week. They get very much more pay at present than they did before the war. All future disputes are to be adjusted by mediation.

MEXICAN LABOR ADMITTED.

Washington, June 29.—Secretary of Labor Wilson has jet down the law governing the entry of Mexico. In a department order exemptions were allowed from the head tax, the literacy test and other labor provisions imposed by previous regulations.

In announcing the order he said the decision to permit the entry into the United States of illiterates and other Mexicans formerly not admissible was reached in order to assist in meeting the present serious and unskilled labor. Labor imported under this rule can be used only in agricultural pursuits, railroad repair and maintenance and lignite coal mining.

The order will be revoked when the present emergency has passed, but the secretary announced he is required to return to their own country. No Mexican will be admitted to the country until arrangements have been perfected that any laborer who violates the conditions exacted shall be deported immediately.

The United States employment service will be in charge of the distribution of labor. Employers seeking Mexican labor may make applications with either an immigration or employment service official. Wage rates current for similar labor in the district in which the admitted Mexican is to be employed must be paid, as well as good housing and sanitary conditions.

AN INDUSTRIAL FACTOR.

Detroit, June 29.—The Labor News, speaking of the negro, calls attention to the fact that he is now a big factor in the industrial movement, and must be reckoned with in the future. It says:

"The time has arrived for the American labor movement squarely face the fact that the negro is a big factor in our industrial life, and that he must be taken into account in the adjustment of our economic differences. Never before has he been so ignored. Time and time again, the selfish masters of industry have used him to better their economic interests, and instead of trying to win him over, or honestly reason with him, because they used him as a strikebreaker. But the negro must be made to see the need of organization to himself, and he must be incorporated into and made a part of the labor movement. It would be a stupid policy to try to keep him out. Let us better this policy from his present unhappy position, where he is despised by the big business element, notwithstanding his utility as a strikebreaker, and hated by unionists for his loyalty to the open shop element, and then must welcome the negro to its ranks."

FAILED TO GET IN LINE.

Chicago, June 29.—When United States Marshal Alexander Schuchler made his decision in the packing house dispute, it was presumed by the committee that it was a decision in favor of the unions. Thirty-five sausage manufacturers agreed to comply with the award and their employes were forced to strike to bring their employers to terms. The proper authorities to insure them a hearing. Before that was accomplished several conferences were held between the sausage manufacturers and representatives of the workers, including Edward Nockerick, president of the Chicago Federation of Labor. As a result of the conferences the manufacturers reached whereby the dispute was submitted to Judge Alschuler for a finding on the points at issue.

SEAMEN VOTE TO STRIKE.

Chicago, June 25.—Great Lakes seamen to the number of 10,000 may go on strike July 5, unless the ruling of the United States shipping board, abolishing all discharge books, is immediately rescinded, according to the report of the conference committee of 600 vessels involved. This has been decided by the seamen, who voted on the matter, and also agreed to ask for a pay increase.

The increase employers agree to abide by the shipping board's decision, not only will there be no strike, but the question of wages will be left to the board, say the seamen.

The discharge book has been the object of the seamens' war for years, the book being one in which the captain of the vessel keeps a record of each sailor's employment, and this record is given to the vessel employer.

10,000 MEN BENEFITED.

New York, June 29.—Ten thousand harbormen have been awarded an increase by the war labor board, agency of the wage adjustment board of the United States shipping board that gives them a raise of 4 to 20 per cent more pay. The advance is retroactive to June 1, T. V. Donnelly president of the Longshoremen is one of the board making the award.

MAKING GOOD PROGRESS.

San Antonio, Tex., June 29.—The members of the Carpenters' union employed on government projects have just been conceded an increase of $1 a day, from $5 to $6. The electrical workers have also been granted a similar advance without any trouble. Work in all the trades in this city, where union is recognized is membership.

COLORED MEN UNIONIZED.

Orange, Tex., June 29.—Federal Labor Union No. 12,311, has been composed of colored men, has been lined up here with a large membership and is progressing finely, the white list reaching 500 in the near future.

Unions have also been formed of machinists and plumbers and steam fitters.

FIRE FIGHTERS UNIFIED.

Denison, Tex., June 29.—All the fire fighters in the city have united their interests and are in a union with a charter from their international headquarters. The wages and conditions have already been improved and wages advanced 12 per cent.

WAGES RAISED 15 PER CENT.

Galt, Ontario, Can., June 28.—Union No. 530, Boot and Shoe Workers, has secured an advance of 15 per cent to wages for members employed in the cutting departments, and 10 per cent in the other departments.

PHOTOGRAPHERS' UNION.

Seattle, Wash., June 29.—One of the first unions of its kind has been formed here, when the Photographers' Protective union No. 25,68, chartered by the A. F. of L.

WHAT IS THE ANSWER TO THE FUEL ENIGMA?

Indianapolis, June 29.—The United Mine Workers' Journal, in calling attention to the seriousness of the fuel proposition, charges that the miners are not responsible for the threatened shortage, and says:

"If words mean anything the fuel administration and everybody else with authority or knowledge of the situation has issued warning after warning about the coal shortage next winter, the people would begin to realize they are face to face with a serious condition. But the fuel administration finds it necessary to mislead the people of this fact day after day.

"Whatever may be the reason for this situation, it can not be charged that the coal miners are at fault. They want to work full time. Idleness of mines and short production is not their fault."

"If the mines are operated, and if a sufficient car supply is furnished, the miners will do their full part.

"Miners can not dig coal when mines are closed down. They can not produce the maximum tonnage when there is only a minimum car supply."

The fuel administration now estimates that 80,000,000 tons more coal will be required to meet the needs of 1918-1919 year than was produced in the previous year, and it says the demand will not be greater than that figure.

The total output last year was only 50,000,000 tons larger than in the year before.

"All of this means that those industries that are not engaged in actual war work will suffer. War needs will come first.

"It is to be hoped that conditions may be brought about which would may work full time and produce the coal to keep all industries in operation and keep the people at work, but, then the only answer, as the fuel administration says, will be found in conservation. It will mean that every coal consumer, large and small, must practice economy and make his coal go as far as possible.

"This will work a hardship to many concerns and families that will be required to get along with less steam and less heat.

"But it is not the fault of the miners."

DISSOLVES INJUNCTION.

Nashville, Tenn., June 29.—The right of workmen to become members of labor unions, which even they might be under contract not to do so, is upheld in a ruling by Judge James B. Newman in chancery court here. He has made a temporary injunction granted the Nashville Railway and Light company, enjoining representatives of organized labor from inducing many of the railway's employes to become members of the union in violation of their contracts with the railway company.

The court held that the contract, in which the railway employe agreed that during the period of service he will not join any such union," is in violation of President Wilson's proclamation of April 8, 1918, in which he proclaimed the rights of workmen to organize in trade unions and to bargain collectively through chosen representatives.

NEGRO LABOR BENEFITED.

St. Paul, Minn., June 29.—Negro labor has profited greatly since locating the American Federation of Labor here," said C. O. Millner, secretary delegate, Coal Trimmers' union, Norfolk. Mr. Millner was in attendance at the American Federation of Labor convention. Mr. Millner, who represents almost 1,000 negro workers, said that since joining the union the wages of the negro laborer has increased 100 per cent. "We get what we can now, while we never had a chance before yesterday since 1915, when we joined the federation."

There were three other negro delegates in attendance, representing, respecting the Shipyard Laborers' union, Mobile, Ala.; International Longshoremen's association, New Orleans, La., and Coal Laborers' union of New Orleans.

EMPLOYERS LIABLE.

Pittsburgh, June 29.—Sunstroke suffered while at work and resulting in death is an accident for which an employer is liable, decided Judge Thomas Marshall in common pleas court.

Bridget Maher claimed compensation because her husband died as a result of a sunstroke, while at work for the Pittsburgh Railways company. The compensation board found that "a sunstroke when suffered in the course of employment constitutes a compensable accident." This was affirmed by Judge Carnahan.

NEW WAGE SCALE ACCEPTED.

San Francisco, June 29.—The compromise proposition offered by the Waterfront Employers' union, providing for a flat wage of 85 cents an hour and $1.20 an hour for overtime for longshoremen and 90 cents an hour and $1.35 an hour for overtime for coal heavers, has been accepted by the Riggers and Stevedores' union.

SECURED EIGHT HOURS.

San Diego, Cal., June 28.—The recently organized union of milmen has been conceded the eight-hour day and Saturday afternoon off. The agreement signed by the owners was for a wage previously received for nine hours. Some of the firms have conceded the eight-hour label just as soon as it is available.

SECOND WAGE INCREASE.

St. Joseph, Mo., June 29.—The Cigar Makers' union secured the second raise of a new scale by which the men are to be paid an advance of $1 per thousand. This is the second raise of a dollar since the first of the year.

FIXED MINIMUM WAGE.

San Francisco, June 29.—Journeymen tailors' union No. 80 has negotiated a new wage scale, securing for its male members a minimum of $28 per week for all male journeymen. The women are also granted an increase and their minimum fixed at $18 weekly.

FAVOR UNIFICATION.

Rochester, Minn., June 29.—A union of the bricklayers has been lined up here with a charter from United Brick and Clay Workers of America, Chicago.

ENCOURAGING PROGRESS.

Washington, June 26.—The adjustment of 39 industrial disputes during the week ending June 22, 1918, is reported by the department of labor. This is the largest number reported since the beginning of the year. It was pointed out, however, by the director of conciliation, that this does not indicate an increasing tendency toward strikes, but merely indicates that a larger and larger percentage of the disputes which occur are being adjusted by the government. Only a strife over a fourth of our cases last week were permitted to reach the strike stage, and practically all these and more to call in the department before a strike is threatened. Every simple controversy settled is a strike nipped in the bud. Of the 39 adjustments only 11 were of strikes and two of threatened strikes. The most important settlement was that of the strike of machinists at the Curtiss Aeroplane company in Buffalo. While only 320 men actually quit work, 19,000 were indirectly affected.

NATIONAL BANK RESOURCES.

Washington, June 28.—Resources of national banks on May 10, the date of the last call, were $18,249,000,000, an increase since March 4 of $224,000,000, and an increase since May 1, 1917, of $1,915,000,000. Deposits on May 10, Comptroller of the Currency Williams announced, amounted to $14,345,000,000 which is $53,000,000 less than on March 4, but $1,300,000,000 more than May 1, 1917.

The increase in resources of national banks during the period was slightly more than four years amounts to nearly 58 per cent. On March 4, 1914, the resources were $11,564,497,000, being an increase of approximately $2,000,000,000 a year. Mr. Williams says, "give an excellent idea of the wonderful increase of wealth in this country."

4,000 DISABLED YEARLY.

Boston, June 29.—J. P. Meade, deputy commissioner of labor, told the recess committee on workmen's compensation of the new bonus, at a public hearing, that a town of 4,000 inhabitants could be formed each year from the disabled men who are injured each year in Massachusetts in the course of their daily work. He gave statistical figures compiled by an expert to show that each year there are losing $10,000 because of the disabling of men and women.

He emphasized the need of shop committees to impress upon workers the necessity of understanding minimum safety devices. He said the question of prevention of accidents is a vital necessity at this time when so many unskilled workers are employed.

LAWYERS' FEES CUT OFF.

Washington, June 28.—According to a statement by the Pacific coast director, south ern district, to local counsel for the railway company, the fees of attorneys in this district does not seem disposed to furnish a meal ticket for the struggling young lawyer. In fact, to say well established member of the profession. In settling any claims for damages against the railroad administration, client will be made direct to the persons entitled to receive the moneys. And no executions may be levied against property of the railway during the time the government during the period of the war.

CARPENTERS MAKE GAINS.

Indianapolis, June 29.—General Secretary Frank Duffy, of the United Brotherhood of Carpenters and Joiners, reports the following wage increases of affiliated unions:

Durango, Col., 62c to 75c per hour, Bartlesville, Okla., $5.50 to $6.50 per day; Summit, N. Y., 50c to 62½c per hour. South Bend, Ind., 55c to 65c per hour Wellsville, O., 50½c to 70c per hour. Cheyenne, Wyo., 50c to 62½c per hour, receiving 60c per hour, working the eight-hour day, 44 hours per week; eight hours daily.

90 VESSELS FOR JULY 4.

Washington, June 28.—July 4 will see the greatest launching festival in the world. Ninety vessels of more than 1,000 tons gross will be launched in the United States, carefully checked up by the union division of the emergency fleet corporations, indicates that at least a million tons of cargo carriers and possibly 2, will go into the water on that date.

The minimum tonnage will be, according to the most accurate data obtainable, 1,000 tons, although the fleet will number half a million tons of cargo of vessels launched in a single day.

60 NECKWEAR SHOPS STRIKE.

New York, June 29.—Because of the refusal by representatives of 60 neckwear manufacturers to confer with a committee of the Cloth Trimmers and Makers' unions Nos. 11,016 and 15,263, A. F. of L., a strike involving 4,000 workers, men and women, resulted. The strikers demand increased wages and a 44-hour week.

COMPANY NEARLY ALL UNION.

New York, June 29.—Ambrose Beatty, of Oklahoma City, here on a visit, says that the Twenty-ninth Regiment Engineers, at Camp Devens, Mass., is almost 100 per cent unionized. Fifty per cent of the company are members of the International Typographical union, and several from different parts of the country.

WAS QUICKLY REINSTATED.

Hamilton, Ontario, Can., June 29.—One hundred and ten employes of the Harper-Presmall company went out in sympathy when they learned of the discharge of a union official who has been an active worker. Within less than one day, when the discharged man was reinstated.

ADDED COIN IN ENVELOPE.

San Diego, Cal., June 29.—When the employes of the Spreckels' brothers' union, employed at the San Diego Brewing company, received their pay envelopes they found that they contained more than the minimum of $27 per week that was coming to them. The company has adopted the plan of having made a voluntary increase of $4 per week. Their hours are 44 per week.

GET ANOTHER INCREASE.

Baltimore, June 29.—The members of the Brewers' Workers' union have been notified of a voluntary increase of $2 per week. This is the third advance they have been favored since October last and covers all workers in the breweries.

SHORTAGE OF COAL MINERS.

Washington, June 28.—Shortage of labor and the new draft are seriously affecting the mining of coal, according to the information of the fuel administration. The situation is particularly serious because it has been hard hit in this respect. So great has been the depletion in its mine working forces that the situation is declared to be growing grave and a hurry call has been sent to the United States department of labor to do something to relieve the situation.

Before the war there were 177,000 mine workers in the anthracite industry. This number has been drawn down to about 145,000 now. It is claimed by the operators that, but for the highly developed facilities now employed in mining and preparation of the coal the present output would be still less.

INEXCUSABLE NEGLECT.

New York, June 29.—In order to avoid the payment of a fair wage to the fighting forces, the management of union conditions, the Brooklyn Rapid Transit company employed women as conductors. The treatment of the women, became so bad that complaints were made to the authorities. An investigation resulted by the grand jury. As a result of the finding the company is charged with inexcusable neglect in employing women conductors as well as 14 years of age, rendering them to conditions "detrimental to their physical, moral, and mental wellbeing", and a recommendation was made for the immediate enactment of a law "to protect the rising generation womanhood of the country."

The inquisitors reported that the company had failed to provide comfortable character and drug addicts and that they were often required to work 18 hours, in violation of the law. The car barns were declared to be "filthy and unsanitary in general and particularly as affecting decent and self-respecting women now employed."

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The president issued his proclamation under power granted him by congress last August to control distribution of food products in the interest of conserving the supply for the allies. The move is a part of the plan to get greater co-operation between producer and packer and the food administration.

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Tacoma, Wash., June 29.—The Longshoremen meeting in this city accepted the scale provisions of the Longshoremen's union for the Pacific coast ports. Its provisions call for an eight-hour day, overtime after eight hours, double time for points outside of street car limits, and reads as follows:

Longshoremen — Coastwise, 70 cents an hour; $1.05 overtime. Deep sea, 75 cents an hour; $1.12½ overtime. Truckers, 65 cents an hour; $1 overtime. Double winch drivers, 75 cents an hour; single drivers, 70 cents over regular scale. Checkers, weighers, spotters, 70 cents an hour; $1.10 overtime. Handling explosives, $1 an hour, $1.50 overtime. Repairmen, 75 cents an hour, 90 cents an hour and $1.50 overtime. Creosote lumber, 10 cents over lumber rate.

75 CENTS A DAY INCREASE.

Pittsburg, Pa., June 29.—Nearly 800 members of the Molders' and Coremakers' union of Pittsburg district have been conceded an increase of 75 cents per day, effective immediately. Reports from the delegates show that practically all shops have fallen in line with only a few remaining to be heard from where a strike has been on for over a year.

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The minimum tonnage will be, according to the most accurate data obtainable, 1,000 tons, although the fleet will number half a million tons of cargo of vessels launched in a single day.

UNION RAILROAD WORKERS.

Temple, Texas, June 28.—A union of the Brotherhood of Maintenance of Way Employes has been completed of workers on the Texas & New Orleans, Colorado and Santa Fe railroad. Several attempts of a similar kind have been made in the past, but were always blocked by of the company officials, but it is hoped that this will extend its of the entire road, now that a has been made.

$28.50 PER WEEK.

Centralia, Wash., June 28.—The Typographical union has just negotiated a scale for $28.50 per week, commencing July 1, at the annual convention of the Northwestern conference organization work. Some of the smaller offices in the state was enough money coined to pay that scale.

OFFICE HELP ORGANIZE.

Slidell, La., June 28.—The office girls and stenographers employed by the Slidell Ship building company have formed an association and have become affiliated with the Stenographers and Clerks' union, with a charter from the A. F. of L.

DEMANDS CONCEDED.

Jamestown, N. Y., June 29.—The Electrical Workers' union here has secured a concession from the Jamestown Railway company whereby wages are advanced to 50½ cents an hour, and a nine-hour agreement.

UNIONS SUPPORTING GOVERNMENT LOYALLY

Fargo, N. D., June 29.—In discussing the support the labor unions are giving the government, the Courier says:

"The United States government has adopted an official position regarding the conduct of labor unions. This position has been established by the national war labor board, and has been formulated after careful consideration of the department of labor to do something to relieve the situation.

With the industry so short-handed, current orders cannot be fully filled and it is figured out that the only head makes the winter demand appear anything but promising. The operators contend they are becoming practically helpless to meet the situation and declare the assistance of the department of labor is most urgent at this time.

Before the war there were 177,000 mine workers in the anthracite industry. This number has been drawn down to about 145,000 now. It is claimed by the operators that, but for the highly developed facilities now employed in mining and preparation of the coal the present output would be still less.

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60 NECKWEAR SHOPS STRIKE.

New York, June 29.—Because of the refusal by representatives of 60 neckwear manufacturers to confer with a committee of the Cloth Trimmers and Makers' unions Nos. 11,016 and 15,263, A. F. of L., a strike involving 4,000 workers, men and women, resulted. The strikers demand increased wages and a 44-hour week.

COMPANY NEARLY ALL UNION.

New York, June 29.—Ambrose Beatty, of Oklahoma City, here on a visit, says that the Twenty-ninth Regiment Engineers, at Camp Devens, Mass., is almost 100 per cent unionized. Fifty per cent of the company are members of the International Typographical union, and several from different parts of the country.

WAS QUICKLY REINSTATED.

Hamilton, Ontario, Can., June 29.—One hundred and ten employes of the Harper-Presmall company went out in sympathy when they learned of the discharge of a union official who has been an active worker. Within less than one day, when the discharged man was reinstated.

ADDED COIN IN ENVELOPE.

San Diego, Cal., June 29.—When the employes of the Spreckels' brothers' union, employed at the San Diego Brewing company, received their pay envelopes they found that they contained more than the minimum of $27 per week that was coming to them. The company has adopted the plan of having made a voluntary increase of $4 per week. Their hours are 44 per week.

GET ANOTHER INCREASE.

Baltimore, June 29.—The members of the Brewers' Workers' union have been notified of a voluntary increase of $2 per week. This is the third advance they have been favored since October last and covers all workers in the breweries.

SHORTAGE OF COAL MINERS.

Washington, June 28.—Shortage of labor and the new draft are seriously affecting the mining of coal, according to the information of the fuel administration. The situation is particularly serious because it has been hard hit in this respect. So great has been the depletion in its mine working forces that the situation is declared to be growing grave and a hurry call has been sent to the United States department of labor to do something to relieve the situation.

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